			است دروه و		0.5	V1
		CLASSIFICATION			25	1
COUNTRY_	East Germ	ne.	25X1	REPORT NO.		25
TOPIC		oop Trains	TO THE STATE OF TH	entre de la Recomptante de la contraction de la	er Ten von er skil en skilleten militälikken inn elek finnskil verdymmelle en blettet en en en	·
AS SHARE BURNESS SALVESTON STATES	1940	The state of the s				
EVALUATION		25X1	PLACE OBTAINED		25X1	4.4
DATE OF CO		4 to 6 October	and the second of the second			
DATE OBTAI			25X1 DATE P	REPARED 12 Oct	ober 1953	netrick to sport or a site or or a self-children and or approve a gamentary.
REFERENCE			reference design and an analysis of the second seco		graphic (A) - An - Andrews (A) (A) (May ) by an antique (A) and a subject (A) and a	NATALAN ESINAK (HABITA), AMERIKAN AMERIKAN ANJARAK (HABITA) (HABITA)
PAGES	2	NCLOSURES (NO.	9. TVDE	,		Echi Pittematica dabbian: ramatandram manafisi mendamanan
		shipment in para			tudinin kini in na mikara. In <b>ina kata <del>da da d</del></b>	kan dir bengelar, bugʻan pergamanlar kepabbayan siyyabidaning
REMARKS_	**************************************	viously dissemi	teri - Milanta digita di Republica de la companya d	manacadian mada mada mada mada mada mada mada ma	o er jamer politikala i prografinimetomon mone trifidi	त्र त्र प्रदेश के का का प्रदेश के प्रदेश के प्रदेश के प्रदेश के स्थापन के प्रदेश के प्रदेश के प्रदेश के प्रदेश 
Sa ann saidhneachd Hillian sannach an saidh a ceasan agus	Agla Die	ATAMPTA GT2220	AACE USI VA	25X1	Errinde – Openhalische Bergereiter der der der State bei der	н ф этим персоория и импература причина водержа автомога,
James deliga i magalata James and an industry deligative, and	aller file of the state of the	e viverande de dije. Deli statistikovi i sambili sira statistikovi i sambili sira statistikovi i sambili sira	and the second section of the second section is a second section of the second section of the second section of the second section sec	Abrillionelle Steam artistissistem sonspecies substitutioner auditational automobiles som	1975	r ezerne kondisz illen "ch kazagina velencén oscorobiosárszá.
• .			<del>10.1</del>			e e
25X1 🛂	The felle	wing troop trui	ns vere		on	25
25V1 3	Thousan lo	aring trongs to i	no trovio			
20/(1 = 7	4 and 5 0	ctober 1953:	SagaragTiT <b>L</b> illioni. Talika			
		werted boxcar	SSy	- heavy-duty fla	toar #	<b>a</b> 2
	B - box F - fla		RRVI	n - heavy-duty fl	stear	25X1
	That a z-	Considerant that	· •			23/1
	Date in October	Composition Troop T <b>r</b> ain	of 18	Fron	To	25/1
		Composition Troop Train 4 B, 12 RRy	18	From Mahlvinkel	2 2 3 3 3 3 2 2 2 2 3 3 3 4 3 4 3 4 3 4	25/1
	October	Trocp Train 4 B, 12 RRy	19	ellus, con transprintelium promiser i destruiter en interpret en un film (1944, il 1178)	To Satzkorn	23/1
	Cotober	7 4 B, 12 RRy 4 C/B, 15 F	та	Mahlwinkel Budh	To Satzkorn Vogelseng	23/1
	October 4	Trocp Train 4 B, 12 RRy	та	Mahlvinkel	To Satzkorn	23/1
	Cotober	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 4 C/B, 26 F	70	Mahlwinkel Budh	To Satzkorn Vogelseng	23/1
	Cotober	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy	70	Mahlwinkel  Buch  Bernau  Altengrabow	To Satzkorn Vogelseng Zehdenick Rathenow	23/1
	Cotober	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 4 C/B, 26 F 5 SSy 5 B, 11 F	ng B, 4 F	Mahlvinkel  Buch  Bernau  Altengrabow  Templin	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf	
	Cotober	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy	ng B, 4 F	Mahlwinkel  Buch  Bernau  Altengrabow	To Satzkorn Vogelseng Zehdenick Rathenow	
2°.	4 5	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 4 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,	ns 3, 4 F 5 RRym	Mahlvinkel  Buch  Bernau  Altengrabow  Templin  Altengrabow	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 4 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,	ng B, 4 F	Mahlvinkel Buch  Bernau  Altengrabow  Templin  Altengrabow  1 6 October:	To Satzkorn Vogelsang Lehdenick Rathenow Kaulsdorf Rathenow the follow	
	4 5	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 4 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,	ns 3, 4 F 5 RRym	Mahlvinkel  Buch  Bernau  Altengrabow  Templin  Altengrabow	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,    made ava	5 RRym	Mahlvinkel Buch Bernau Altengrabow Templin Altengrabow 16 October: Assembling	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow the follow Receiving Station	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,  made ava  Number of Cars 10 C/B, 4 B	5 RRym ilable on 5 and	Mahlwinkel  Buch  Bernau  Altengrabow  Templin  Altengrabow  1 6 October:  Assembling  Station  Bernau	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow the follow: Receiving Station Zehdenick	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,  made ava  Number of Cars 10 C/B, 4 B 3 C/B, 2 F	5 RRym filable on 5 and fig. 31 F	Mahlvinkel Buch  Bernau  Altengrabow  Templin  Altengrabow  16 October:  Assembling Station  Bernau  Buch	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow the follow Receiving Station	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,  made ava  Number of Cars 10 C/B, 4 B 3 C/B, 2 F	5 RRym  ilable on 5 and  3 31 F  6 RRym  , 6 SSy	Mahlvinkel Buch  Bernau  Altengrabow  Templin  Altengrabow  i 6 October:  Assembling Station  Bernau  Buch	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow the follow Receiving Station Zehdenick Vogelseng	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,  made ava  Number of Cars 10 C/B, 4 E 3 C/B, 2 F 3 C/B, 2 F	5 RRym  ilable on 5 and  3, 31 F  6 RRym  6 SSy  6 Riym	Mahlvinkel Buch  Bernau  Altengrabow  Templin  Altengrabow  1 6 October:  Assembling Station  Bernau  Buch	To Satzkorn Vogelsang Lehdenick Rathenow Kaulsdorf Rathenow the follow Receiving Station Zehdenick Vogelsang " Prenglau	ing railroad
25X1	cars were	Troop Train 4 B, 12 RRy 4 C/B, 15 F 11 C/B, 26 F 5 SSy 5 B, 11 F 17 B, 14 F,  made ava  Number of Cars 10 C/B, 4 B 3 C/B, 2 F	5 RRym  ilable on 5 and  3, 31 F  6 RRym  6 SSy  6 Riym	Mahlvinkel Buch  Bernau  Altengrabow  Templin  Altengrabow  i 6 October:  Assembling Station  Bernau  Buch	To Satzkorn Vogelseng Zehdenick Rathenow Kaulsdorf Rathenow the follow Receiving Station Zehdenick Vogelseng	ing railroad

FLD

## Approved For Release 2004/07/29 : CIA-RDP80-00810A002700810008-5

	25X1	05)//
SSCRET		25X1
	en Si wa	<b>⊤</b>

25X1

Date in October	Number of Care	Assembling Station	Re <b>ceivi</b> ng Station
5	3 C/B, 16 SSy	Bernau	Frenzlau
	3 C/8, 17 S∂y	1 <b>31</b>	11
	3 C/B, 13 Soy	Buch	Vogelsang
	2 C/B <b>, 7 S</b> Sy	<b>19</b>	. 31
	4.0/B, 2 B, 30 P	Bernau	Zehdenick
	14 C/B, 2 B, 44 F	Ħ	# 1
	7 C/B, 3 B, 30 F		· n
	8 0/3, 2 B, 27 F	ee .	Prenzlau
6	3 C 3, 1 3, 14 R ym	ta e je e	11
	3 C B, 1 B, 12 Sly	ti	11 "

	المن المن المن المن المن المن المن المن
25X1	Comment. This troop train continues the return movement of troops which probably belonged to the 10th Gds Tank Div.
25X1	Comment. According to a previous report it was believed
25X1	that a major field exercise was conducted in the Sernau area during the first week of October 1953.  This assumption apparently is confirmed by the present report. The troop trains from Bernau and Buch probably carried units returning from the above field exercise. The unloading stations in the Templin and Presshau area indicate that units of the 25th Tank Div possibly also participated in the field exercise.
25X1	Commont. The two troop trains probably carried components of the 6th Arty Div which returned to their home station.
25X1	Comment. As a tank unit of the 6th Cds Mecz Div moved from East Berlin
25X1	to Tomplin on the troop train on 26 September 1953.
25X1	carried another unit of this division to East Serlia.
25X1	

	-	25X1	
SECRE <b>T</b> ,			